

**Amendments to and Listing of the Claims:**

Please cancel claims 1 and 17. Please amend claims 2-4, 6-10, 12, 13, 18, and 19, as indicated below, wherein double bracketing and strikethrough indicate deletions and underlining indicates additions.

1. Cancelled
2. (Currently amended) The multi-cylinder engine as set forth in claim ~~[[1]]~~ 7, wherein the cylinder block (1) has the front and rear end portions at either of which the water pump (10) is arranged, the opening of the side water passage (3) near the end portion where the water pump (10) is arranged, communicating the side water passage (3) with the water pump (10) and the other opening of the side water passage (3) being sealed.
3. (Currently amended) ~~The multi-cylinder engine as set forth in claim 1 or 2,~~ A multi-cylinder engine comprising a cylinder block (1), when taking a longitudinal direction of the cylinder block (1) as a front and rear direction, the cylinder block (1) being provided with a consecutive side water passage (3) oriented in the front and rear direction and passing by each of cylinder walls (12), cooling water from a radiator being introduced into a cylinder jacket 4 laterally through the side water passage (3), wherein  
the side water passage (3) has front and rear end portions provided with front and rear openings (3a) and (3b) which communicate the side water passage (3) with a water pump (10),  
even if the water pump (10) is arranged at either of the front and rear end portions of the cylinder block (1), the opening of the side water passage (3) near the end portion where the water pump (10) is arranged, being able to communicate the side water passage (3) with the water pump (10)  
wherein the cylinder block (1) is provided with a consecutive side oil passage (2) oriented in the front and rear direction, and lubricating oil is introduced into a bearing portion of a crank shaft through the side oil passage (2),

the side oil passage (2) having front and rear end portions provided with front and rear openings (2c), (2d) which communicate the side oil passage (2) with an oil filter (2b) through a filter attaching seat (46),

even if the filter attaching seat (46) is arranged at either of the front and rear end portions of the cylinder block (1), the opening of the side oil passage (2) near the end portion where the filter attaching seat (46) is arranged, being able to communicate the side oil passage (2) with the oil filter (2b) through the filter attaching seat (46), and

the filter attaching seat (46) being disposed at one of the front and rear end portions of the cylinder block (1) where the water pump (10) is arranged, the opening of the side oil passage (2) near the end portion where the filter attaching seat (46) is disposed, communicating the side oil passage (2) with the oil filter (2b) through the filter attaching seat (46), the other opening of the side oil passage (2) being sealed.

4. (Currently amended) The multi-cylinder engine as set forth in claim [[1]] 7, wherein a timing transmission device (8) is disposed at one of the front and rear end portions of the cylinder block (1), where the water pump (10) is arranged.

5. (Original) The multi-cylinder engine as set forth in claim 4, where this engine is used as an engine to be loaded on a tractor, in which the water pump (10) is arranged at an end portion of the cylinder block (1), away from an operator's seat.

6. (Currently amended) The multi-cylinder engine as set forth in claim [[1]] 7, wherein a timing transmission device (8) is arranged at one of the front and rear end portions of the cylinder block (1), and the water pump (10) is disposed at the other end portion.

7. (Currently amended) ~~The multi-cylinder engine as set forth in claim 1,~~ A multi-cylinder engine comprising a cylinder block (1), when taking a longitudinal direction of the cylinder block (1) as a front and rear direction, the cylinder block (1) being provided with a consecutive side water passage (3) oriented in the front and rear direction and passing by each of cylinder

walls (12), cooling water from a radiator being introduced into a cylinder jacket 4 laterally through the side water passage (3), wherein

the side water passage (3) has front and rear end portions provided with front and rear openings (3a) and (3b) which communicate the side water passage (3) with a water pump (10), and

even if the water pump (10) is arranged at either of the front and rear end portions of the cylinder block (1), the opening of the side water passage (3) near the end portion where the water pump (10) is arranged, being able to communicate the side water passage (3) with the water pump (10) and

~~wherein~~ when applying this invention to a vertical engine, the side water passage (3) has an outlet (5) opposed to a lower portion of the cylinder jacket (4).

8. (Currently amended) ~~The multi-cylinder engine as set forth in claim 1,~~ A multi-cylinder engine comprising a cylinder block (1), when taking a longitudinal direction of the cylinder block (1) as a front and rear direction, the cylinder block (1) being provided with a consecutive side water passage (3) oriented in the front and rear direction and passing by each of cylinder walls (12), cooling water from a radiator being introduced into a cylinder jacket 4 laterally through the side water passage (3), wherein

the side water passage (3) has front and rear end portions provided with front and rear openings (3a) and (3b) which communicate the side water passage (3) with a water pump (10), and

even if the water pump (10) is arranged at either of the front and rear end portions of the cylinder block (1), the opening of the side water passage (3) near the end portion where the water pump (10) is arranged, being able to communicate the side water passage (3) with the water pump (10) and

~~wherein~~ when a cylinder is disposed vertically to form a vertical engine, and the side water passage (3) is arranged together with a pair of upper and lower shafts (6), (7) on one side of the cylinder block (1) in the vertical engine, the side water passage (3) and the pair of upper and lower shafts (6), (7) are disposed vertically along the cylinder jacket (4) and the cylinder walls (12).

9. (Currently amended) The multi-cylinder engine as set forth in claim ~~[[1]]~~ 7, wherein the side water passage (3) which passes by all the cylinder walls (12) are provided with outlets (5) in plural number opposed to the cylinder jacket (4), these outlets (5) being disposed at longitudinally opposed end portions and a mid portion of the side water passage (3).

10. (Currently amended) ~~The multi-cylinder engine as set forth in claim 9~~ A multi-cylinder engine comprising a cylinder block (1), when taking a longitudinal direction of the cylinder block (1) as a front and rear direction, the cylinder block (1) being provided with a consecutive side water passage (3) oriented in the front and rear direction and passing by each of cylinder walls (12), cooling water from a radiator being introduced into a cylinder jacket 4 laterally through the side water passage (3), wherein

the side water passage (3) has front and rear end portions provided with front and rear openings (3a) and (3b) which communicate the side water passage (3) with a water pump (10),

even if the water pump (10) is arranged at either of the front and rear end portions of the cylinder block (1), the opening of the side water passage (3) near the end portion where the water pump (10) is arranged, being able to communicate the side water passage (3) with the water pump (10),

the side water passage (3) which passes by all the cylinder walls (12) are provided with outlets (5) in plural number opposed to the cylinder jacket (4), these outlets (5) being disposed at longitudinally opposed end portions and a mid portion of the side water passage (3), and

~~wherein~~ a tappet guide hole (14) of a valve operating device is provided within a wall (13) between adjacent outlets (5), (5) of the side water passage (3).

11. (Original) The multi-cylinder engine as set forth in claim 9 or 10, wherein the side water passage (3) has each of the outlets (5) facing a laterally projecting end surface (15) of every cylinder wall (12).

12. (Currently amended) The multi-cylinder engine as set forth in claim [[1]] 7, wherein the adjacent cylinder walls 12 and 12 are connected to each other by a connection wall (16), which is formed with an inter-cylinder transverse water passage (17) running widthwise of the cylinder block (1).

13. (Currently amended) ~~The multi-cylinder engine as set forth in claim 12;~~ A multi-cylinder engine comprising a cylinder block (1), when taking a longitudinal direction of the cylinder block (1) as a front and rear direction, the cylinder block (1) being provided with a consecutive side water passage (3) oriented in the front and rear direction and passing by each of cylinder walls (12), cooling water from a radiator being introduced into a cylinder jacket 4 laterally through the side water passage (3), wherein:

the side water passage (3) has front and rear end portions provided with front and rear openings (3a) and (3b) which communicate the side water passage (3) with a water pump (10),

even if the water pump (10) is arranged at either of the front and rear end portions of the cylinder block (1), the opening of the side water passage (3) near the end portion where the water pump (10) is arranged, being able to communicate the side water passage (3) with the water pump (10),

the adjacent cylinder walls (12 and 12) are connected to each other by a connection wall (16), which is formed with an inter-cylinder transverse water passage (17) running widthwise of the cylinder block (1),

~~wherein~~ a head jacket (25) is provided within a cylinder head (18) and an inter-port transverse water passage (21) is formed widthwise of the cylinder head (18) between an intake port (19) of the cylinder head (18) and an exhaust port (20) thereof, and

cooling water which has crossed the inter-cylinder transverse water passage (17) is made to return and cross the inter-port transverse water passage (21).

14. (Original) The multi-cylinder engine as set forth in claim 13, wherein a head intake side water passage (26) is formed on the side of an intake air distributing means (22) of the cylinder head (18) and a head exhaust side water passage (27) is formed on the side of an exhaust air

converging means (23) thereof along a longitudinal direction of the cylinder head (18), the head intake side water passage (26) communicating with the head exhaust side water passage (27) through the inter-port transverse water passage (21),

the cylinder head (18) having widthwise opposite sides, on one of which the side water passage (3) is present and the cylinder head (18) has a corner portion (28) formed with an outlet (25a) of the head jacket (25),

the cooling water which has crossed the inter-cylinder transverse water passage (17) from the side water passage (3) to the opposite side floating up. to the water passage (26) opposite to the side water passage (3), of the head intake side water passage (26) and the head exhaust side water passage (27), the floating-up cooling water dividing into a plurality of inter-port transverse water passages (21) while passing through the water passage (26) toward the outlet (25a), the thus divided cooling water converging into the water passage (27) on the side of the side water passage (3) and passing through the water passage (27) toward the outlet (25a), the cooling water which has passed through both of the water passages (26) and (27) toward the outlet (25a) being made to converge and flow out of the outlet (25a) of the head jacket (25).

15. (Original) The multi-cylinder engine as set forth in claim 12 or 13, wherein the cooling water which has crossed the inter-port transverse water passage 21 flows from the intake air distributing means (22) on one side of the cylinder head (18) to the exhaust air converging means (23) on the other side thereof.

16. (Previously amended) The multi-cylinder engine as set forth in claim 3, wherein a timing transmission device (8) is arranged at one of the front and rear end portions of the cylinder block on a side, which is taken as a front end portion, and a timing transmission case (43) has a front wall (43a) at which the filter attaching seat (46) is disposed, a case side bypassing oil passage (43c) being formed along the front wall (43a) and a peripheral wall (43b) of the timing transmission case (43), a block side bypassing passage (1a) being formed at the front end portion of the cylinder block (1), lubricating oil being fed to the side oil passage (2) while bypassing the timing transmission device (8), through the oil filter (2b), the case side bypassing oil passage (43c) and the block side bypassing passage (1a) in the mentioned order.

17. Cancelled

18. (Currently amended) ~~The method for alternatively producing multi-cylinder engines as set forth in claim 17,~~ A method for alternatively producing multi-cylinder engines wherein a longitudinal direction of a cylinder block (1) is deemed as a front and rear direction, and one of the longitudinal direction is regarded as a front end portion while the other, a rear end portion, on the assumption that an engine which comprises a water pump (10) arranged at the front end portion of the cylinder block (1) is an engine of front-end pump arrangement type and another engine which comprises the water pump (10) arranged at the rear end portion is an engine of rear-end pump arrangement type,

the cylinder block (1) being used as a common part, when alternatively producing the engine of front-end pump arrangement type and the engine of rear-end pump arrangement type, the cylinder block (1) used as the common part being provided with a consecutive side water passage (3) oriented in the front and rear direction and passing by every cylinder wall (12), cooling water from a radiator being made to enter a cylinder jacket (4) laterally through the side water passage (3), the side water passage (3) having front and rear end portions formed with front and rear end openings (3a), (3b) which communicate the side water passage (3) with the water pump (10),

in the case where the engine of front-end pump arrangement type is produced, the method including the steps of arranging the water pump (10) at the front end portion of the cylinder block (1), making the front end opening (3a) of the side water passage (3) communicate with the water pump (10) and sealing the rear end opening (3b) of the side water passage (3),

in the case where the engine of rear-end pump arrangement type is produced, the method including the steps of arranging the water pump (10) being arranged at the rear end portion of the cylinder block (1), making the rear end opening (3b) of the side water passage (3) communicate the side water passage (3) with the water pump (10) and sealing the front end opening (3a) of the side water passage (3),

~~wherein~~ the engine of front-end pump arrangement type arranges a filter attaching seat (46) at the front end portion of the cylinder block (1) and the engine of rear-end pump arrangement type arranges the filter attaching seat (46) at the rear end portion thereof,

the cylinder block (1) used as the common part being provided with a consecutive oil passage (2) which is oriented in the front and rear direction and introduces lubricating oil into a bearing portion (2a) of a crank shaft through the side oil passage (2), and the side oil passage (2) having front and rear end portions provided with front and rear end openings (2c), (2d) which communicate the side oil passage (2) with the oil filter (2b) through the filter attaching seat (46),

in the case of producing the engine of front-end pump arrangement type, the method including the steps of making the front end opening (2c) of the side oil passage (2) communicate the side oil passage (2) with the oil filter (2b) through the filter attaching seat (46) at the front end portion and sealing the rear end opening (2d) of the side oil passage (2),

in the case of producing the engine of rear-end pump arrangement type, the method including the steps of making the rear end opening (2d) of the side oil passage (2) communicate the side oil passage (2) with the oil filter (2b) through the filter attaching seat (46) at the rear end portion and sealing the front end opening (2c) of the side oil passage (2).

19. (Currently amended) The method for alternatively producing multi-cylinder engines as set forth in ~~claim 17 or~~ claim 18, wherein the engine includes a timing transmission device (8) arranged at one of the front and rear end portions of the cylinder block (1) where the water pump (10) is disposed is employed as an engine to be loaded on a tractor with the water pump (10) to be arranged at an end portion of the cylinder block (1) away from an operator's seat.